



## Appendix B

### Correspondence

- U.S. Department of Agriculture, Natural Resource Conservation Service, Farmland Impact Conversion Rating Form (Prime Farmlands) – February 2, 2007
- Utah National Guard (Camp Williams), September 25, 2006
- Utah Office of the Governor, Public Lands Policy Coordinator (Resource Development Coordinating Committee, comments from Utah Division of Air Quality), September 11, 2006
- U.S. Army Corps of Engineers, Approval of Wetland Delineation Report, March 29, 2007
- Database comments from Doug Sakaguchi, UDWR – Central Utah, December 5, 2006
- UDWR Species of Concern, September 15, 2006
- UDOT, Threatened and Endangered Species Clearance, February 5, 2007
- FHWA, Native American Tribes Consultation Letter (single copy, distribution list included in Chapter 3), October 11, 2006
- Utah Geological Survey, Paleontological File Search Letter, July 26, 2006
- UDOT, Determination of Eligibility Concurrence Letter, October 18, 2006
- UDOT, Finding of Effects Concurrence Letter, January 5, 2007
- UDOT, Draft Memorandum of Agreement, March 9, 2007

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>1/17/07</b>	4. Sheet 1 of <b>2</b>
1. Name of Project <b>SR-68 Widening south of Camp Williams</b>		5. Federal Agency Involved <b>NRCS</b>	
2. Type of Project <b>Corridor</b>		6. County and State <b>Utah, Utah</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>1/17/07</b>	2. Person Completing Form <b>Ray Grow NRCS/Lani E-Goff PB</b>
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated <b>6.22</b>	Average Farm Size <b>168 acres</b>
5. Major Crop(s) <b>Hay and Grain</b>	6. Farmable Land in Government Jurisdiction Acres: <b>0</b> %	7. Amount of Farmland As Defined in FPPA Acres: <b>0</b> %	
8. Name Of Land Evaluation System Used <b>Prime Farmland Rule</b>	9. Name of Local Site Assessment System <b>Utah County Central Soil Survey</b>	10. Date Land Evaluation Returned by NRCS <b>2/2/07</b>	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>4</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>0</b>			
C. Total Acres In Corridor	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>4</b>			
B. Total Acres Statewide And Local Important Farmland	<b>0</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>0</b>			

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	<b>75</b>			
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	<b>10</b>			
2. Perimeter in Nonurban Use	10	<b>10</b>			
3. Percent Of Corridor Being Farmed	20	<b>18</b>			
4. Protection Provided By State And Local Government	20	<b>0</b>			
5. Size of Present Farm Unit Compared To Average	10	<b>10</b>			
6. Creation Of Nonfarmable Farmland	25	<b>0</b>			
7. Availability Of Farm Support Services	5	<b>5</b>			
8. On-Farm Investments	20	<b>20</b>			
9. Effects Of Conversion On Farm Support Services	25	<b>0</b>			
10. Compatibility With Existing Agricultural Use	10	<b>8</b>			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	<b>75</b>			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected: <b>Corridor A</b>	2. Total Acres of Farmlands to be Converted by Project: <b>4.21</b>	3. Date Of Selection: <b>2/2/07</b>	4. Was A Local Site Assessment Used? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:  
**This is the Preferred Alternative being put forward in the Draft Environmental Assessment.**

Signature of Person Completing this Part **Lani Kai Eggertsen-Goff, PB** DATE **2/2/07**  
NOTE: Complete a form for each segment with more than one Alternate Corridor



**UTAH NATIONAL GUARD**  
HEADQUARTERS CAMP W.G. WILLIAMS  
17800 Camp Williams Road  
Riverton, Utah 84065-4999

14 September 2006

RECEIVED  
SEP 22 2006

*Parsons Brinckerhoff  
Utah Office*

Army Garrison Camp Williams

Pam Murray, Community Outreach  
SR-68 Environmental Assessment  
488 East Winchester Street, Suite 400  
Murray, Utah 84107

Dear Ms. Pam Murray,

On behalf of Camp W.G. Williams, the Utah National Guard (here in after UTNG) appreciates the opportunity to contribute to the scoping of issues for the proposed improvement of SR-68. Camp Williams is the primary training center for the UTNG, supporting about 195,000 days of soldier training during the last year. Training for the UTNG occurs on weekend Inactive Duty Training (here in after IDT) year-round and during two-week Annual Training (here in after AT). Soldiers that train at Camp Williams are and have been deployed worldwide, including in support of the missions in Afghanistan and Iraq. The success and survival of UTNG troops is directly related to effective, unencumbered training. In addition, Camp Williams supports over 12,000 days of law enforcement training, especially on small arms ranges and a vehicle driving range, and also supports various civilian groups, including football teams, church groups, youth groups and others..

Several hundred or more soldiers may arrive for training during a training period at Camp Williams either individually or in convoy as part of a unit. In addition, units occupying the cantonment will need to cross SR-68 East-West often during a training period. Delays during the short weekend drills are costly to the readiness of soldiers and units. Our concerns fall into four areas: 1. Access to the installation and to the training areas for soldiers training during roadway construction; 2. Potential impacts to the military training mission from a lateral expansion or increase in traffic on SR-68; and, 3. Increases to an already high rate of wildlife-vehicle collisions. 4. A lateral expansion of the current area of SR-68 will negatively impact training by reducing the Net Explosive Weight (here in after NEW) of ammunition and other training materials that the Ammunition Supply Point (here in after ASP) can hold for training. The NEW of the ASP is adequate to supply training soldiers and a decrease will be problematic. NEW is based on the closeness and volume of civilian traffic as well as other factors by military regulation. An

expansion to four lanes will require a cut of the NEW because of the volume of vehicles within the area of the ASP. If the roadway is expanded to the west, and closer to the ASP, the NEW will be reduced proportionally. For example, increasing the width just 20 feet to the west will lessen the NEW by 2,500 lbs. This decrease will directly decrease training on weapons. The ASP is slated to be moved to a new location because of the Mountainview Corridor for these same concerns. This project is undergoing a National Environmental Policy Act evaluation that is separate from the Environmental Impact Statement for the Mountainview Corridor. If approved, construction will start in Fiscal Year 2008 and take about 12 months to complete. If the ASP is moved, this concern will be alleviated.

As an additional concern, entry and exit locations along both sides of SR-68 are critical to Camp Williams. The current two-lane road is problematic when entering or exiting the Camp, especially when transporting large equipment or for unit convoying. A four-lane road will only increase this difficulty unless traffic lights are installed at two locations: the main gate and the truck gate. Camp Williams needs a minimum of four areas for entering and exiting from the installation. Also, the main access point to the training area (to the west side of SR-68) from the cantonment (developed area on the east side) is a bridge under SR-68. Camp Williams would prefer to have this tunnel widened to allow two-way traffic through the tunnel and a walkway for foot traffic. An increase in the length of the tunnel for a four-lane roadway without the increase in width will increase the safety and traffic flow hazard for soldiers and camp personnel.

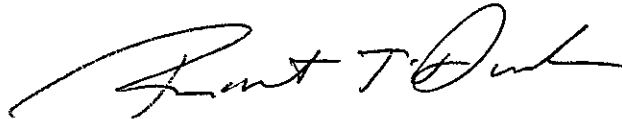
The Western Transverse Mountains have been identified by the Utah Division of Wildlife Resources as critical winter range for mule deer ([www.wildlife.utah.gov](http://www.wildlife.utah.gov); 2003). SR-68 is recognized by both the UTNG and the Utah Department of Transportation (here in after UDOT) as a critical wildlife crossing area and Wildlife-Vehicle Collision Hotspot. UDOT studies identified SR-68, between mileposts 29 to 43, as a high priority area for UDOT Region 3 (Wildlife Connectivity across Utah Highways, Utah Department of Transportation, and UT-06.09). Early identification of wildlife-vehicle collisions hotspots was highlighted for National Environmental Policy Act (here in after NEPA) scoping, again with SR-68 identified as one such location, in a second study (Deer-Vehicle Crash Hotspots in Utah: Data for Effective Mitigation. UTCFWRU Project No. 2005(1):1-128. UCFWRU, Utah State University, Logan, UT). In a three-year period, Camp Williams' former Training Site Environment Specialist, LTC Dunton, counted 164 mule deer kills on the roadside during his commute of just four days a week. This could be less than half of all collisions since many deer die further from the road. The need to plan for designs for safe opportunities for wildlife to cross and for mitigation is identified as the solution in Wildlife & Domestic Animal-Vehicle Collision (Deer-Vehicle Crash Hotspots in Utah: Data for Effective Mitigation. UTCFWRU Project No. 2005 (1):1-128. UCFWRU, Utah State University, Logan, UT) and reducing wildlife-vehicle collisions has been identified in the Camp Williams Integrated Natural Resource Management Plan (although the UTNG does not have direct management authority over mule deer). Any solution should be coordinated with Development of the Mountainview Corridor and there is opportunity to coordinate with development of the Bonneville Shoreline Trail.

Camp Williams recognizes the need to improve SR-68, especially as the Salt Lake and Utah valleys are developed and the number of vehicles on this route increases. Any roadway improvement will have a helpful effect for camp personnel and training soldiers. The UTNG

welcomes the opportunity to work with transportation planners to reduce and mitigate these concerns.

For more information or questions, please contact the below at 253-5658.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert T. Dunton". The signature is fluid and cursive, with a long horizontal stroke at the beginning and a large, looped "D" at the end.

Robert T. Dunton  
Lieutenant Colonel, Engineer  
Base Operations Manager



**State of Utah**

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

**Office of the Governor**  
PUBLIC LANDS POLICY COORDINATION

LYNN H. STEVENS  
*Public Lands Policy Coordinator*

RESOURCE DEVELOPMENT COORDINATING COMMITTEE  
*Public Lands Section*

**RECEIVED**  
SEP 13 2006

**Parsons Brinckerhoff**  
**Utah Office**

September 11, 2006

Pam Murray, Community Outreach  
Utah Department of Transportation  
SR-68 Environmental Assessment  
488 East Winchester Street., Suite 400  
Murray, Utah 84107

SUBJECT: SR-68 Environmental Assessment  
Project No. 06-6896

Dear Ms. Murray:

The Resource Development Coordinating Committee (RDCC) has reviewed this proposal. The Department of Environmental Quality/Division of Air Quality comments:

Based on the information provided, the proposed Utah Department of Transportation (UDOT) project will not require a permit. However, if any "non-permitted" rock crushing plants, asphalt plants, or concrete batch plants are located at the site, an Approval Order from the Executive Secretary of the Air Quality Board will be required for operation of the equipment, including all equipment not permitted in Utah. A permit application, known as a Notice of Intent (NOI), should be submitted to the Executive Secretary at the Utah Division of Air Quality at 150 North, 1950 West, Salt Lake City, Utah, 84116 for review according to Utah Air Quality Rule R307-401. Permit: Notice of Intent and Approval Order. The guidelines for preparing an NOI are available on-line at:

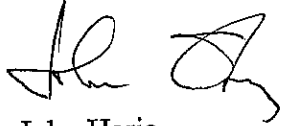
<http://www.airquality.utah.gov/Permits/FORMS/NOIGuide8.pdf>

In addition, the project is subject to R307-205-5, Fugitive Dust, since the project could have a short-term impact on air quality due to the fugitive dust that could be generated during the excavation and construction phases of the project. An Approval Order is not required solely for the control of fugitive dust, but steps need to be taken to minimize fugitive dust, such as watering and/or chemical stabilization, providing vegetative or synthetic cover or windbreaks. A copy of the rules may be found at:

[www.rules.utah.gov/publicat/code/r307/r307.htm](http://www.rules.utah.gov/publicat/code/r307/r307.htm)

The Committee appreciates the opportunity to review this proposal. Please direct any other written questions regarding this correspondence to the Resource Development Coordinating Committee, Public Lands Section, at the above address or call Jonathan G. Jemming at (801) 537-9023 or Carolyn Wright at (801) 537-9230.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Harja', with a stylized flourish at the end.

John Harja  
Director  
Resource Development Coordinating Committee  
Public Lands Section



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO  
CORPS OF ENGINEERS  
1325 J STREET  
SACRAMENTO, CALIFORNIA 95814-2922

March 29, 2007

Regulatory Branch (SPK-200700450-UO)

John Higgins  
Utah Department of Transportation – Region 3  
658 North 1500 West  
Orem, Utah 84057

Dear Mr. Higgins:

We are responding to your consultant's request for an approved jurisdictional determination for the SR-68- Redwood Road from Bangerter Highway to Pelican Point site. This approximately 1,036-acre site is located between Riverton and Saratoga Springs, in Sections 3, 10, 15, 22, 27, 34 and 35, Township 4 South, Range 1 West; Sections 2, 11, 14, 23, 26, and 35, Township 5 South, Range 1 West; Sections 1, 2 and 12, Township 6 South, Range 1 West; Sections 7, 18 and 19, Township 6 South, Range 1 East SLB&M, Salt Lake County and Utah County, Utah.

Based on available information and a March 14, 2007 site visit conducted by Hollis Jencks of this office, we concur with the estimate of waters of the United States as depicted on the **Figure No. 4 Wetland Delineation Results--Maps 1 through 9**, submitted in the October 2006 delineation report prepared by **Brian Nicholson of SWCA Environmental Consultants**. Approximately 0.17 acre of wetlands and 9,778 linear feet of waters of the United States are present within the survey area, as documented on the enclosed Table 3 Feature Type and Size. These waters are regulated under Section 404 of the Clean Water Act since they are adjacent to and tributaries of the Jordan River.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulation 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process fact sheet and Request for Appeal (RFA) form. If you request to appeal this determination you must submit a completed FRA form to the South Pacific Division Office at the following address:

Doug Pomeroy, Administrative Appeal Review Officer  
U.S. Army Corps of Engineers, South Pacific Division, CESPD-PDS-O  
333 Market Street, Room 923  
San Francisco, California 94105-2195  
Tel: 415-977-8035; FAX: 415-977-8129



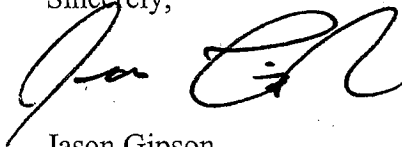
In order for a Request for Appeal to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of Notification of the Appeal Process. It is not necessary to submit an appeal form to the Division Office if you do not object to the determination in this letter.

You should provide a copy of this letter and notice to all other affected parties, including any individual or organization that has an identifiable and substantial legal interest in the property.

This determination has been conducted to identify the limits of the Corps of Engineers' Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

Please refer to identification number (SPK-200700450-UO) in any correspondence concerning this project. If you have any questions, please contact Hollis Jencks at the Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010-7744, email [hollis.g.jencks@usace.army.mil](mailto:hollis.g.jencks@usace.army.mil), or telephone 801-295-8380, extension 18.

Sincerely,



Jason Gipson  
Chief, Utah Regulatory Office

Enclosures

Copies furnished:

Brian Nicholson, SWCA Environmental Consultants, 257 East 200 South, Suite 200, Salt Lake City, Utah 84111

Brandon Weston, Utah Department of Transportation- Region 2, 2010 South 2760 West, Salt Lake City, Utah 84104

Chris Ellison, PB Engineering, 488 East Winchester Street, Suite 400, Murray, Utah 84101






## Environmental Assessment for:

SR-68, Bangerter Highway through Saratoga Springs, Utah

Project Number HPP-TI-STP-0068(42)26

## Task

(no open tasks)

-  next unread
-  send alert
-  help


projectsolve<sup>2</sup>  
powered by EMC<sup>2</sup>

## 000174

a database entry created by  Pam Murray on 15 Dec 06

Date 5 Dec 2006  
 Comment # 000174  
 Stakeholder Type Agency  
 Last Name Sakaguchi  
 First Name Doug  
 Street Address Wildlife Resources c/o 1115 N Main St  
 City Springville  
 State UT  
 Zip code 84663  
 E-mail dougsakaguchi@utah.gov  
 Contact Source Website  
 Follow-Up Needed  
 Key Word  
 Attachments

## Comment

full comment detail ( Pam Murray, PBQD, Salt Lake City, 15 Dec 06 2:06pm)

- 1.Current Condition: We are concerned about the number of mule deer that are hit on the highway, especially in the vicinity of Camp Williams.
- 2.Safety Concerns: As the areas around Camp Williams become subdivisions, wildlife habitat disappears. The remaining habitat and travel corridors will be focused in the Camp Williams area. As the number of vehicles on SR-68 increases, so will the number of deer-vehicle accidents increase, unless proper measures are taken to allow wildlife to get across SR-68.
- 3.Safety Concern Location: Camp Williams area.
- 4.Traffic Congestion:
- 5.Environmental Issues: Wildlife (mule deer) crossings in the Camp Williams area.
- 6.Access Concerns:
- 7.Future Appearance:
- 8.Future Function:
- 9.Comments Scoping:
- 10.Comments Other: We would be happy to continue working with UDOT and consultants and Camp Williams in identifying crossing areas and proper structure design specs. for allowing big game crossing(s). sorry I won't be attending either of the open houses.

other comment Wildlife Resources (agency)



## State of Utah

### Department of Natural Resources

MICHAEL R. STYLER  
*Executive Director*

### Division of Wildlife Resources

JAMES F. KARPOWITZ  
*Division Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

September 15, 2006

Susan Kammerdiener  
SWCA Environmental Consultants  
257 East 200 South, Suite 2110  
Salt Lake City, Utah 84111

Dear Susan Kammerdiener:

I am writing in response to your email dated September 12, 2006 regarding information on species of special concern proximal to the project area located along Redwood Road in Salt Lake and Utah Counties.

The Utah Division of Wildlife Resources (UDWR) has records of occurrence for the following species within a one-mile radius of the project boundaries:

<b>Scientific Name</b>	<b>Common Name</b>	<b>SPROT*</b>	<b>S-RANK</b>	<b>Last Observation</b>
<i>Rana luteiventris</i>	Columbia Spotted Frog	CS	S1	1968
<i>Pelecanus erythrorhynchos</i>	American White Pelican	SPC	S1B	1992-06-22
<i>Tryonia porrecta</i>	A Tryonia	None	S2?	1939-04-06
<i>Dolichonyx oryzivorus</i>	Bobolink	SPC	S2B	2003-05-27
<i>Thamnophis sirtalis</i>	Common Gartersnake	None	S2S3	1980-07-30
<i>Falco peregrinus</i>	Peregrine Falcon	None	S2S3	1940S
<i>Numenius americanus</i>	Long-billed Curlew	SPC	S2S3B	2005-05-27
<i>Grus canadensis</i>	Sandhill Crane	None	S3?B	1938-PRE
<i>Passerina caerulea</i>	Blue Grosbeak	None	S3B	1994-05-26
<i>Athene cunicularia</i>	Burrowing Owl	SPC	S3B	1979-SUM
<i>Buteo swainsoni</i>	Swainson's Hawk	None	S3B	2002-10-16
<i>Rana pipiens</i>	Northern Leopard Frog	None	S3S4	1992-10-13
<i>Geothlypis trichas</i>	Common Yellowthroat	None	S3S4B	1996-06-27

\* SPROT denotes species listed as "sensitive" by the Utah Division of Wildlife Resources in the *Utah Sensitive Species List*.

#### **Abbreviation**

S-ESA

SPC

CS

#### **Status**

Federally-listed or candidate species under the Endangered Species Act.

Wildlife species of concern.

Species receiving special management under a Conservation Agreement in order to preclude the need for Federal listing.

The information provided in this letter is based on data existing in the Utah Division of Wildlife Resources' central database at the time of the request. It should not be regarded as a final statement on the occurrence of any species on or near the designated

Page 2  
September 15, 2006

site, nor should it be considered a substitute for on-the-ground biological surveys. Moreover, because the Utah Division of Wildlife Resources' central database is continually updated, and because data requests are evaluated for the specific type of proposed action, any given response is only appropriate for its respective request.

In addition to the information you requested, other significant wildlife values might also be present on the designated site. Please contact UDWR's habitat manager for the central region, Ashley Green, at (801) 491-5654 if you have any questions.

Please contact our office at (801) 538-4759 if you require further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Sarah Lindsey".

Sarah Lindsey  
Information Manager  
Utah Natural Heritage Program

cc: Ashley Green, CR

# Memorandum

Utah Department of Transportation

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To: Chris Elison,  
Parsons Brinkerhoff

From: Paul W. West, Wildlife/Wetlands Biologist  
UDOT, Environmental Services

*P.W.W.*

Date: February 5, 2007

Re: HPP-TI-STP-0068(42)26 – SR-68, Bangerter Highway to Saratoga Springs, Utah and Salt Lake Counties (PIN 5512)

CC: Shane Marshal – UDOT, Environmental Services  
Betsy Skinner – UDOT, Environmental Services  
Greg Punske – FHWA  
John Higgins – UDOT, Region 3  
Ashley Green – UDWR, Central Region, Pleasant Grove  
File

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I understand that the Utah Department of Transportation, is proposing to widen the existing SR-68 (Redwood Road) from two lanes to five from Bangerter Highway to Saratoga Springs, in Salt Lake and Utah Counties (see location maps). This project is needed to increase capacity and safety. Wildlife crossings will be added near Camp Williams with associated fencing and escape ramps, to decrease the existing number of vehicle/wildlife accidents in this area. Most of the work will be done within the existing right-of-way, though some new right-of-way will be required. Approximately 0.1 acres of wetlands associated with the Provo Reservoir Canal would be affected.

A review of the Utah Division of Wildlife Resources (UDWR) database indicates that no federally listed, threatened, endangered, or candidate species, or any critical habitat would be affected by this project.

In accordance with the U.S. Fish and Wildlife Service memo dated January 27, 2006, we no longer require concurrence letters from them for "no-effect" determinations, therefore, this memo is issued in-lieu of their concurrence for your environmental documentation.

If you have any questions, please call me at (801) 965-4672.





U.S. Department  
Of Transportation  
**Federal Highway  
Administration**

**Utah Division**

2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

October 11, 2006

File: STP-0068(42)26

Patti Madsen  
Cultural Resources Director  
Northwestern Band of Shoshone Nation  
707 N. Main Street  
Brigham City, UT 84302

Subject: SR-68: Bangerter Highway through Saratoga Springs  
Environmental Assessment Request for Scoping Comments  
Project No. HPP-TI-STP-0068(42)26  
Request to be a Consulting Party

Dear Ms. Madsen:

The Federal Highway Administration (FHWA), in cooperation with the Utah Department of Transportation (UDOT), is preparing an Environmental Assessment (EA) on a proposal to address existing and projected transportation demand along SR-68 (Redwood Road/Camp Williams Road) through portions of Salt Lake and Utah Counties, Utah. The study area follows the existing SR-68 corridor from Bangerter Highway in Salt Lake County to the southern corporate boundary of Saratoga Springs, on the west side of Utah Lake near Pelican Point. This corridor passes through the communities of Bluffdale, Lehi, and Saratoga Springs. A map depicting the study corridor is provided with this letter.

The proposed corridor is approximately 17.5 miles long. Alternatives under consideration include (1) taking no-action (no-build); and (2) build alternatives. Transportation build alternatives to be studied include widening the existing roadway and other viable alternatives that may be identified during the scoping process. The build alternatives will be designed over the next several months. As such, exact areas of ground disturbance to implement any build alternative that may be selected through preparation of the EA are not currently known.

FHWA will be the lead agency for purposes of the Section 106 process for this project. In accordance with Section 106 regulations published by the Advisory Council on Historic Preservation (ACHP), 36 CFR Part 800, FHWA and UDOT request that you review the information above and the enclosed map to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document.



SWCA Environmental Consultants (SWCA) is under contract to UDOT to carry out a cultural and paleontological resources study of the SR-68 project area and to assist FHWA and UDOT in consulting with Native American groups who may have concerns regarding the proposed project's potential impacts on important traditional and/or religious sites. As noted above, specific areas of ground disturbance have not yet been identified. For this reason, SWCA has been tasked with investigating the area adjacent to side of the existing roadway for cultural resources. We would be happy to provide you with copies of the cultural resources report upon its completion or with a more concise management summary of the document's findings. Please, let us know if you would like to receive a copy of the report or simply a summary of its findings.

At your request, FHWA and UDOT staff will be available to meet with you to discuss any concerns you may have about the project. At the present time, Mr. Charles (Chuck) Easton of the UDOT, Region Two, has been designated the lead agency representative for cultural resource issues. Please be assured that FHWA, UDOT, and SWCA representatives will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that may be affected by this proposed undertaking. We would also appreciate any suggestions you may have about any other groups or individuals that we should contact regarding this project.

Should you have concerns about this project and/or wish to be a consulting party, feel free to contact me by telephone at (801) 963-0078, ext. 235. Dr. Elizabeth Perry, SWCA Project Anthropologist, will be contacting you within the next two weeks to verify receipt of this information and to discuss the need for further consultation. In order to facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and for any comments you may have.

Respectfully,

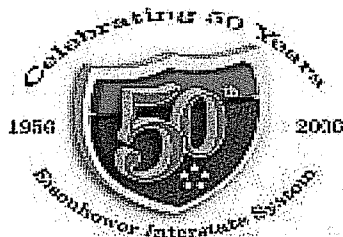


Ed Woolford  
Environmental Specialist

Enclosures (1)

cc:

Chuck Easton, UDOT, w/enclosure  
Amy Zaref, PB, w/enclosure  
Sheri Ellis, SWCA, w/enclosure



SR-68: Bangerter Highway through Saratoga Springs  
Environmental Assessment Request for Scoping Comments  
Project No. HPP-TI-STP-0068(42)26

Identical letters sent to the following:

Patti Madsen - Address changed from Forrest Street.  
Cultural Resources Director  
Northwestern Band of Shoshone Nation  
707 N. Main Street  
Brigham City, UT 84302

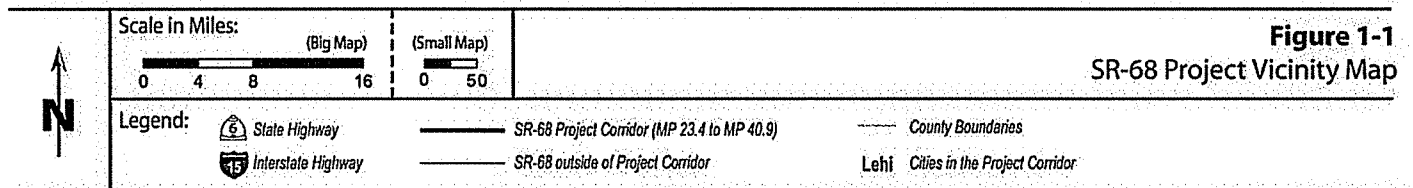
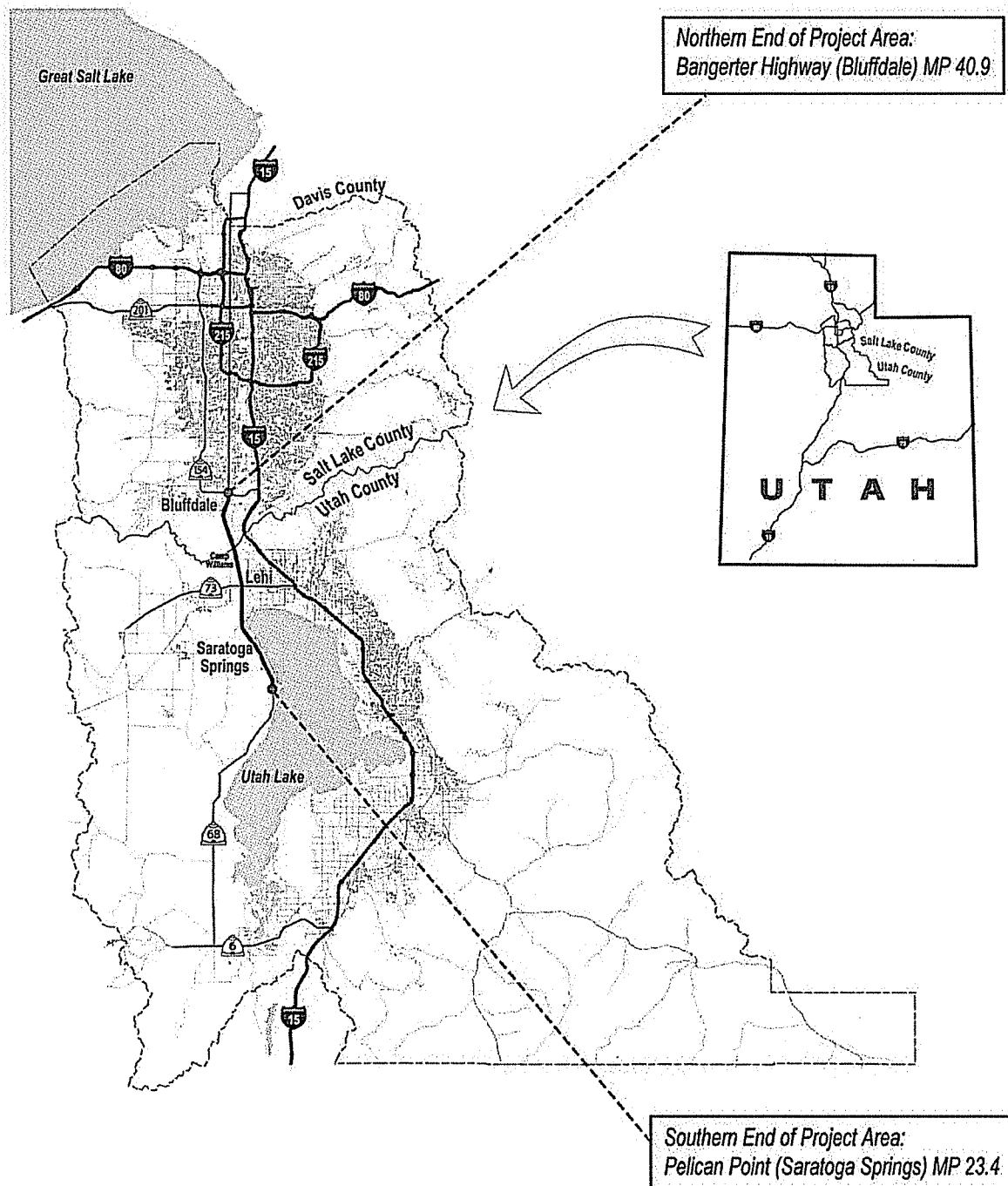
Betsy Chapoose  
Cultural Rights and Protection  
Uintah & Ouray Tribal Business Committee  
P.O. Box 190  
Fort Duchesne, UT 84026

Leon Bear, Chairman  
Skull Valley Band of Goshute Indians  
3359 So. Main St., #808  
Salt Lake City, UT 84115-4443

Blaine J. Edmo, Chairman – Changed to Nancy Murillo  
Shoshone-Bannock Tribes  
Fort Hall Business Council  
P.O. Box 306 Pima Drive  
Fort Hall, ID 83203









**State of Utah**  
**Department of**  
**Natural Resources**

MICHAEL R. STYLER  
*Executive Director*

**Utah**  
**Geological Survey**

RICHARD G. ALLIS, PH.D.  
*State Geologist/  
Division Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

July 26, 2006

Sheri Murray Ellis  
SWCA Environmental Consultants, Inc.  
257 East 200 South, Suite 200  
Salt Lake City UT 84111

RE: Paleontological File Search and Recommendations for UDOT Project No. HPP-TI-STP-0068(42(26: SR-68 (Redwood Road) Project, Bangerter Highway to Saratoga Springs, Salt Lake and Utah Counties, Utah U.C.A. 63-73-19 compliance; literature search for paleontological specimens or sites

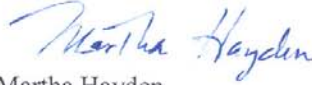
Dear Sheri:

I have conducted a paleontological file search for the SR-68 Project in response to your letter of July 24, 2006. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are no paleontological localities recorded in our files for this project right-of-way. Quaternary alluvial deposits (Qas) that are exposed in this project area have a low potential for yielding significant fossil localities. However, there may also be exposures of Lake Bonneville deposits (Qlts, Qltg) and the Pliocene Salt Lake Group (Tsl), which have the potential for yielding significant vertebrate fossil localities. Please be aware of possible impacts to paleontological resources if these deposits are disturbed as a result of construction activities. Unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

  
Martha Hayden  
Paleontological Assistant



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

October 18, 2006

Matthew Seddon, Deputy State Historic Preservation Officer  
Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101-1182

RE: UDOT Project Number: HPP-TI-STP-0068(42)26: SR-68, Redwood Road,  
Bangerter Highway to Saratoga Springs. Determination of Eligibility.

Dear Dr. Seddon

The Utah Department of Transportation (UDOT) in partnership with the Federal Highway Administration (FHWA) is conducting an environmental review of a proposal to expand a portion of SR-68 (Redwood Road) from Bangerter Highway, southward to Saratoga Springs in Utah County, a distance of approximately 17.1 miles.

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. §470 et seq., and Utah Code Annotated (U.C.A.) §9-8-404, the FHWA, in partnership with the Utah Department of Transportation (UDOT), is taking into account the effects of this undertaking on historic properties, and will afford the Advisory Council on Historic Preservation (Council) and the USHPO an opportunity to comment on the undertaking. Please review this letter and, providing you agree with the determinations contained herein, sign and date the signature line at the end of this letter.

SWCA Environmental Consultants conducted a pedestrian archaeological inventory of the project area between July 27 and August 9, 2006. As a result of this survey, nine previously documented archaeological sites, including two canals with separate site numbers in Utah and Salt Lake Counties were updated; one historical bridge was documented; two previously recorded sites located in the APE were revisited but not updated; and four newly recorded archaeological sites were observed (see Table 1).

Table 1. SR-68 Results of SR-68 Archaeological Survey

Site	Name or Description	Status	Updated	National Register Eligibility
42SL286/42UT946	Utah Lake Distributing Canal	Previously Documented	Yes	Eligible
42SL287/42UT947	Provo Reservoir Canal/Murdock Ditch	Previously Documented	Yes	Eligible
42SL291	South Jordan Canal	Previously Documented	Yes	Eligible
42SL295	Utah and Salt Lake Canal	Previously Documented	Yes	Eligible
42SL574/42UT1495	historical utility line	Previously Documented in Salt Lake County, Newly documented in Utah County	Yes	Not Eligible
42SL594	prehistoric lithic scatter	Newly Documented	N/A	Not Eligible
42UT944	Gardner Canal	Previously Documented	Yes	Eligible
42UT945	Saratoga Canal	Previously Documented	Yes	Eligible
42UT1420	irrigation ditch	Previously Documented	No	Eligible
42UT1425	historical road	Previously Documented	No	Eligible
42UT1496	prehistoric lithic scatter	Newly Documented	N/A	Eligible
42UT1497	prehistoric lithic scatter	Newly Documented	N/A	Not Eligible
Bridge	South Jordan Canal Bridge	Newly Documented	N/A	Eligible

As part of the SR-68 archaeological survey these nine previously documented sites were reassessed for eligibility to the National Register of Historic Places (NRHP). This reassessment resulted in no changes to the eligibility of any previously recorded site. Four new sites were documented as a result of the archaeological survey: three prehistoric lithic scatters, 42SL594, 42UT1496, and 42UT1497; and a new segment (42UT1495) of a previously recorded utility line (42SL574).

Site 42SL594 consists of a prehistoric lithic scatter and a small historical component, located between two drainages at the eastern base of the Traverse Mountains. Prehistoric artifacts observed at the site include approximately 50 debitage fragments primarily of gray chert, one chipped stone tool including one utilized flake, and one projectile point. The historical component of the site includes two clear glass fragments and one tobacco tin. This site is recommended **not eligible** for listing on the NRHP under any criteria due to its lack of association with events, historical trends and individuals important to history or prehistory. No architecture or features were observed on the site. Finally, the site has little to no potential to answer research questions due to its lack of depth, heavy impacts, and lack of multiple components by which information can be gained.

Site 42UT1495 is the newly recorded Utah County portion of a previously recorded site (42SL574). This portion of the site consists of an historical utility line located west of SR-68. Ten utility pole fragments or stumps were counted along an alignment measuring approximately 1 mile. Historical artifacts that are associated with the utility line include: white ceramic insulator fragments with a dark brown glaze, aqua glass insulator fragments, and wire. This site is recommended **not eligible** for listing on the National Register of Historic Places under any criteria and shares the same attributes as site 42SL574, which has been determined not eligible for the NRHP.

Site 42UT1496 is a large prehistoric lithic scatter with a small historic component measuring approximately 142 m by 57 m (466 ft by 187 ft). Prehistoric artifacts observed at the site include approximately 150 flakes and five stone tools originating from a variety of quartzite and chert materials. Stone tools include one utilized flake and four bifaces. The historical component consists of three hole-in-top cans, one can lid, and a fragment of sheet metal. Site 42UT1496 is recommended **eligible** for listing on the NRHP under Criterion D due to the site's indicating multiple activities such as hunting, hide processing, lithic reduction, chipped stone tool maintenance and production. In addition to the probability that it contains intact subsurface cultural deposits, the site is located near two springs that may provide data regarding settlement patterns in the area.

Site 42UT1497 is a sparsely, widespread prehistoric lithic scatter including 12 observed debitage fragments, three chipped stone tools, and one tested cobble. No diagnostic artifacts or features were observed at this site. Site 42UT1497 is recommended **not eligible** for listing on the NRHP under any criteria due to its lack of association with events, historical trends and individuals important to history or prehistory. No architecture or features were observed on the site. Finally, the site has little to no potential to answer research questions due to its lack of depth, heavy impacts, and lack of any distinguishable qualities.

The South Jordan Canal Bridge was also newly recorded during the SR-68 cultural resources survey. This bridge is a reinforced concrete skewed T-beam bridge over the South Jordan Canal near 14350 South and 1720 East in Bluffdale. The bridge dates to sometime between 1920 and 1940 due to its style, construction materials, degree of erosion, and to the history of transportation development in Bluffdale. Although the bridge may be associated with community planning and transportation development in the community of Bluffdale, it does not appear to have been influential in significant events or trends to the development of Bluffdale or its transportation facilities. The bridge is recommended **eligible** for listing on the NRHP under Criterion C given that it is reflective of typical transportation features of the time and has not been modified to any significant degree.

A selective architectural survey of the project area was also conducted by SWCA Environmental Consultants during the same time and employing the same survey area. However, this survey accounted for buildings outside the survey area that were located on properties that extended into the survey area. A summary of these results is contained in Table 2.

Table 2. SR-68 Architectural Survey Results

Address	Approximate Construction Date	Type	SHPO Rating/NRHP Eligibility	Contributing Features
6925 So. SR-68, Saratoga Springs	1955	Post WWII Ranch/Rambler	C/Not Eligible	three outbuildings

Address	Approximate Construction Date	Type	SHPO Rating/NRHP Eligibility	Contributing Features
7761 So. SR-68, Saratoga Springs	1915	Bungalow, Arts & Crafts	C/Not Eligible	none
8251 So. Sr-68, Saratoga Springs	1960	Ranch/Rambler	B/Eligible	one outbuilding
15092 So. Camp Williams Rd., Bluffdale	1952	Post-WWII Other	C/Not Eligible	one outbuilding
14847 So. Camp Williams Rd., Bluffdale	1947	WWII Era Cottage	C/Not Eligible	none
14813 So. Camp Williams Rd., Bluffdale	1957	WWII Era Cottage	C/Not Eligible	historic ditch
14551 So. Camp Williams Rd., Bluffdale	1958	Ranch/Rambler	B/Eligible	one outbuilding, historical trees, and historical ditch
14528 So. Camp Williams Rd., Bluffdale	1953	Ranch/Rambler	C/Not Eligible	none
14516 So. Camp Williams Rd., Bluffdale	1956	Undefined Vernacular	C/Not Eligible	one outbuilding, historical trees
14505 So. Camp Williams Rd., Bluffdale	1955	WWII Era Cottage	B/Eligible	none
14462 So. Camp Williams Rd., Bluffdale	1954	Post-WWII Other	C/Not Eligible	none
14432 So. Camp Williams Rd., Bluffdale	1946	Early 20th Century	C/Not Eligible	one outbuilding
14284 So. Camp Williams Rd., Bluffdale	1952	Post-WWII Vernacular	A/Eligible	one outbuilding
14250 South Camp Williams Rd., Bluffdale	1952	Post-WWII Business	C/Not Eligible	none
14226 So. Camp Williams Rd., Bluffdale	1925	Arts & Crafts Bungalow	C/Not Eligible	one outbuilding, historical ditch
14214 So. Camp Williams Rd., Bluffdale	1950/1910	Undefined Vernacular	Residence: C/Not Eligible Outbuilding/shop: A/Eligible	none
14208 So. Camp Williams Rd., Bluffdale	1923	Undefined Vernacular	C/Not Eligible	one outbuilding
14186 So. Camp Williams Rd., Bluffdale	1955	Post-WWII Vernacular	B/Eligible	none
14147 So. Redwood Rd., Bluffdale	1943	WWII Era Cottage	C/Not Eligible	one outbuilding
14166 So. Redwood Rd., Bluffdale	1913	Arts & Crafts and Greek Revival Bungalow	B/Eligible	one outbuilding
14150 So. Redwood Rd., Bluffdale	1955	Ranch/Rambler	C/Not Eligible	none
14140 So. Redwood Rd., Bluffdale	1952	Early Ranch/Rambler	B/Eligible	none
14129 So. 1700 West., Bluffdale	1951	WWII Era Cottage	B/Eligible	none
14126 So. Redwood Rd., Bluffdale	1898	Colonial Revival Hall-Parlor	C/Not Eligible	none
14117 So. 1700 West., Bluffdale	1903	Early 20th Century Hall-Parlor	C/Not Eligible	none

Address	Approximate Construction Date	Type	SHPO Rating/NRHP Eligibility	Contributing Features
14105 So. 1700 W., Bluffdale	1910	Early 20th Century Hall-Parlor	C/Not Eligible	none
14100 So. Redwood Rd., Bluffdale	1952	Early Ranch/Rambler	B/Eligible	one outbuilding
14041 So. 1700 W., Bluffdale	1953	WWII Era Cottage	B/Eligible	two outbuildings
14036 So. Redwood Rd., Bluffdale	1913	Greek Revival Side-Passage	C/Not Eligible	one outbuilding, historical ditch
1863 W. 14100 So. (14024 So. Redwood Rd.), Bluffdale	1927	Early 20th Century Vernacular	B/Eligible	one outbuilding, historical ditch
14012 So. Redwood Rd.	1901	Victorian Eclectic Central Block with Projecting Bays	A/Eligible	one outbuilding, historical ditch
13992 So. Redwood Rd., Bluffdale	1955	WWII Era Cottage	C/Not Eligible	historical ditch
13962 So. Redwood Rd., Bluffdale	1928	Late 20th Century Bungalow	C/Not Eligible	historical ditch and trees
13944 So. Redwood Rd., Bluffdale	1950	WWII Era Cottage	C/Not Eligible	none
13930 So. Redwood Rd., Bluffdale	1893	Victorian Crosswing	C/Not Eligible	historical ditch
13894 So. Redwood Rd., Bluffdale	1928	Arts & Crafts Bungalow	C/Not Eligible	one outbuilding
13880 So. Redwood Rd., Bluffdale	1959	Ranch/Rambler	A/Eligible	historical ditch
13850 So. Redwood Rd., Bluffdale	1942	Vernacular Clipped Gable Cottage	C/Not Eligible	one outbuilding
13844 So. Redwood Rd., Bluffdale	1926	Bungalow	C/Not Eligible	none
13828 So. Redwood Rd., Bluffdale	1927	Colonial Revival	C/Not Eligible	one outbuilding

This architectural survey resulted in the reconnaissance-level documentation of 40 properties within the historical period and a total of 41 buildings and numerous outbuildings, and contributing features. Four of these structures are recommended with a SHPO rating of A, ten of these structures have a recommended SHPO rating of B, and twenty-seven are C-recommended properties. Approximate construction dates of these properties range from 1893 to 1960, with the majority having been built in the decade of the 1950s; and the architectural types and styles correspond to this date range.

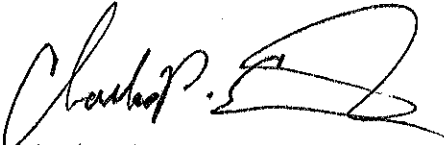
In addition to these surveys of historical properties, SWCA also considered cultural resources within the context of the *Historical Agricultural Landscape of Northern Utah County* Multiple Property Submission (MPS) (Ellis 2005). In addition to the Utah County historic canals and the irrigation ditch (42UT1420) listed in Table 1, the resources observed as a result of that MPS consist of 15 contributing irrigation ditches, and one

Matthew Seddon, letter  
October 18, 2006  
Page 6 of 6

eligible historical residence located at 8251 South on SR-68 in Saratoga Springs (this property was documented as part of the architectural survey).

Please do not hesitate to call me at (801) 975-4923 or email at [ceaston@utah.gov](mailto:ceaston@utah.gov) if you have any questions or need additional information.

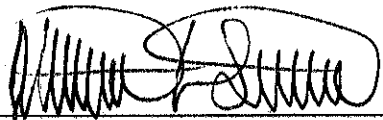
Sincerely,



Charles Easton  
Regional NEPA/NHPA Specialist

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I concur with the determinations of eligibility for UDOT Project Number: HPP-TI-STP-0068(42)26: SR-68, Redwood Road, Bangerter Highway to Saratoga Springs, in accordance with Section 106 and U.C.A. 9-8-404.



Matthew Seddon, Deputy State Historic Preservation Officer

11/2/06

Date





State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

January 5, 2007

Cory Jensen, Architectural Historian, National Register  
Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101-1182

RE: SHPO Case Number 06-1166  
UDOT Project Number: HPP-TI-STP-0068(42)26: SR-68, Redwood Road,  
Bangerter Highway to Saratoga Springs. Finding of Effect.

Dear Mr. Jensen,

The Utah Department of Transportation (UDOT) in partnership with the Federal Highway Administration (FHWA) is conducting an environmental review of a proposal to expand a portion of SR-68 (Redwood Road) from Bangerter Highway, southward to 400 North in Saratoga Springs, Utah County, a distance of approximately 9.2 miles. From the time Utah State Historic Preservation Office (USHPO) was notified of FHWA's Determinations of Eligibility (and concurred with them) the proposed project has been reduced (from its original 17.1 miles) 8.2 miles from the southern portion.

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. §470 et seq., and Utah Code Annotated (U.C.A.) §9-8-404, the FHWA, in partnership with the Utah Department of Transportation (UDOT), is taking into account the effects of this undertaking on historic properties, and will afford the Advisory Council on Historic Preservation (Council) and the USHPO an opportunity to comment on the undertaking. Please review this letter and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter.

In late October 2006, the Determinations of Eligibility were sent to your office. USHPO concurrence with those determinations was given on November 2, 2006. This document contains FHWA's Findings of Effect (both in terms of Section 106 and Section 4(f)) for all archaeological sites and architectural properties eligible for inclusion on the National Register of Historic Places (NRHP) within the project area.

Table 1. Project Effects on Archaeological Properties

Site	Name or Description	National Register Eligibility	NRHP Type of Effect	Section 4(f) Use
42SL286/42UT946	Utah Lake Distributing Canal	Eligible	No Adverse Effect	Minor Use ( <i>de minimis</i> )
42SL287/42UT947	Provo Reservoir Canal/Murdock Ditch	Eligible	No Adverse Effect	Minor Use ( <i>de minimis</i> )
42SL291	South Jordan Canal	Eligible	No Adverse Effect	Minor Use ( <i>de minimis</i> )
42SL295	Utah and Salt Lake Canal	Eligible	No Adverse Effect	Minor Use ( <i>de minimis</i> )
42SL574/42UT1495	historical utility line	Not Eligible	N/A	N/A
42SL594	prehistoric lithic scatter	Not Eligible	N/A	N/A
42UT944	Gardner Canal	Eligible	No Adverse Effect	Minor Use ( <i>de minimis</i> )
42UT945	Saratoga Canal	Eligible	No Adverse Effect	Minor Use ( <i>de minimis</i> )
42UT1420	Irrigation ditch	Eligible	No Effect	N/A
42UT1425	historical road	Eligible	No Effect	N/A
42UT1496	prehistoric lithic scatter	Eligible	No Effect	N/A
42UT1497	prehistoric lithic scatter	Not Eligible	N/A	N/A
Bridge	South Jordan Canal Bridge	Eligible	No Effect	N/A

## ARCHAEOLOGICAL RESOURCES

### *Site 42SL286/42UT946 Utah Lake Distributing Canal*

SR-68 crosses over this canal in two locations within the project corridor. Impacts to the first segment include less than 20 linear feet of through culvert replacement and/or widening of its existing culvert at this location. Impacts to the second segment include realigning approximately 100 feet and replacing and/or widening the existing culvert under SR-68. The small portions of this canal impacted by the Proposed Action will not alter the character-defining features for which the overall site was determined eligible for the NRHP. Thus the proposed project will result in **no adverse effect** and a Section 4(f) Minor Use, or *de minimis* impact to this site.

### *Site 42SL287/42UT947 Provo Reservoir Canal/Murdock Ditch*

SR-68 crosses the Provo Reservoir Canal/Murdock Ditch in two locations within the project corridor. The culvert beneath SR-68 at both of these segments will need to be either extended or replaced. This would effect approximately 45 feet of the canal at both of these segments totaling approximately 90 linear feet. Thus the proposed project would

result in **no adverse effect** and a Section 4(f) Minor Use, or *de minimis* impact to this site.

***Site 42SL291 South Jordan Canal***

This canal site is located parallel to the east side of SR-68. Approximately 850 linear feet of the canal will be piped in order to accommodate SR-68 widening, but the overall historical integrity and the character-defining features of the site will not be altered by the proposed undertaking. Thus the proposed project will result in **no adverse effect** and a Section 4(f) Minor Use, or *de minimis* impact to the site.

***Site 42SL295 Utah and Salt Lake Canal***

This canal site crosses the SR-68 corridor on the east and west and is located south of the town of Bluffdale. The canal's culvert beneath SR-68 will need to be replaced, effecting approximately 40 linear feet of the site. The small portion of the canal site impacted by the proposed project will not alter the character-defining features of the canal for which the overall site was determined eligible for the NRHP. Thus the proposed project will have **no adverse effect** and a Section 4(f) Minor Use, or *de minimis* impact upon this site.

***Site 42UT944 Gardener Canal***

The Gardener Canal site crosses the SR-68 project area at two locations. Approximately 40 feet of the north segment, located approximately three miles south of Camp Williams, will be affected by the proposed project through the placement of a new culvert. Approximately 25 feet of the south segment, located approximately 1/2-mile south of the intersection of SR-68 and SR-73, will be affected by the proposed project through the placement of a new culvert. The proposed project will not alter the character-defining features of the canal for which the overall site was determined eligible for the NRHP. Thus the proposed project will have **no adverse effect** and a Section 4(f) Minor Use, or *de minimis* impact upon Site 42UT944, the Gardener Canal.

***Site 42UT945 Saratoga Canal***

The Saratoga Canal site crosses the SR-68 project area at one location approximately 2-1/2 miles south of Camp Williams. The proposed project will impact approximately 150 linear feet of the canal through realignment of a short section and replacing and/or widening the existing culvert crossing. The canal site impacted by the proposed project will not alter the character-defining features of the canal for which with overall site was determined eligible for the NRHP. Thus the proposed project will have **no adverse effect** and a Section 4(f) Minor Use, or *de minimis* impact upon this site.

***Site 42UT1420 irrigation ditch***

Site 42UT1420, an unnamed irrigation ditch, is no longer within the boundaries of the SR-68 proposed project. Thus the proposed project will have **no effect** upon this site, and Section 4(f) does not apply to this site.

***Site 42UT1425 historical road***

Site 42UT1425, an unnamed historical road, is no longer within the boundaries of the SR-68 proposed project. Thus the proposed project will have **no effect** upon this site, and Section 4(f) does not apply to this site.

***Site 42UT1496, prehistoric lithic scatter***

Site 42UT1496, a prehistoric lithic scatter is located approximately 30.4 meters (100 feet) to the west of the project area. Thus the proposed project will have no effect upon this site, and Section 4(f) does not apply to this site.

***South Jordan Canal Bridge***

The South Jordan Canal Bridge is located outside the proposed footprint of improvements to SR-68 and will be completely avoided by the undertaking. Thus the proposed project will have **no effect** upon this site, and Section 4(f) does not apply to this site.

Table 2. Project Effects on Architectural Properties

Address	Const. Date	Type	SHPO Rating/NRHP Eligibility	NRHP Type of Effect	Section 4(f) Use
6926 So. SR-68, Saratoga Springs	1965	Post WWII Ranch/Rambler	C/Not Eligible	N/A	N/A
7761 So. SR-68, Saratoga Springs	1918	Bungalow, Arts & Crafts	C/Not Eligible	N/A	N/A
8251 So. Sr-68, Saratoga Springs	1980	Ranch/Rambler	B/Eligible	No Adverse Effect	Minor Use (de minimis)
15092 So. Camp Williams Rd., Bluffdale	1952	Post-WWII Other	C/Not Eligible	N/A	N/A
14847 So. Camp Williams Rd., Bluffdale	1947	WWII Era Cottage	C/Not Eligible	N/A	N/A
14813 So. Camp Williams Rd., Bluffdale	1967	WWII Era Cottage	C/Not Eligible	N/A	N/A
14561 So. Camp Williams Rd., Bluffdale	1958	Ranch/Rambler	B/Eligible	No Effect	N/A
14628 So. Camp Williams Rd., Bluffdale	1953	Ranch/Rambler	C/Not Eligible	N/A	N/A
14516 So. Camp Williams Rd., Bluffdale	1966	Undefined Vernacular	C/Not Eligible	N/A	N/A
14605 So. Camp Williams Rd., Bluffdale	1955	WWII Era Cottage	B/Eligible	No Effect	N/A
14462 So. Camp Williams Rd., Bluffdale	1964	Post-WWII Other	C/Not Eligible	N/A	N/A
14432 So. Camp Williams Rd., Bluffdale	1945	Early 20th Century	C/Not Eligible	N/A	N/A
14284 So. Camp Williams Rd., Bluffdale	1952	Post-WWII Vernacular	A/Eligible	Adverse Effect	Complete Use

Address	Const. Date	Type	SHPO Rating/NRHP Eligibility	NRHP Type of Effect	Section 4(f) Use
14250 South Camp Williams Rd., Bluffdale	1952	Post-WWII Business	C/Not Eligible	N/A	N/A
14226 So. Camp Williams Rd., Bluffdale	1925	Arts & Crafts Bungalow	C/Not Eligible	N/A	N/A
14214 So. Camp Williams Rd., Bluffdale	1950/1910	Undefined Vernacular	Residence: C/Not Eligible Outbuilding/shop: A/Eligible	Adverse Effect	Complete Use
14208 So. Camp Williams Rd., Bluffdale	1923	Undefined Vernacular	C/Not Eligible	N/A	N/A
14186 So. Camp Williams Rd., Bluffdale	1955	Post-WWII Vernacular	B/Eligible	No Adverse Effect	Minor Use (de minimis)
14147 So. Redwood Rd., Bluffdale	1943	WWII Era Cottage	C/Not Eligible	N/A	N/A
14166 So. Redwood Rd., Bluffdale	1913	Arts & Crafts and Greek Revival Bungalow	B/Eligible	No Adverse Effect	Minor Use (de minimis)
14150 So. Redwood Rd., Bluffdale	1955	Ranch/Rambler	C/Not Eligible	N/A	N/A
14140 So. Redwood Rd., Bluffdale	1952	Early Ranch/Rambler	B/Eligible	No Adverse Effect	Minor Use (de minimis)
14129 So. 1700 West, Bluffdale	1951	WWII Era Cottage	B/Eligible	No Adverse Effect	Minor Use (de minimis)
14126 So. Redwood Rd., Bluffdale	1898	Colonial Revival Hall-Parlor	C/Not Eligible	N/A	N/A
14117 So. 1700 West, Bluffdale	1903	Early 20th Century Hall-Parlor	C/Not Eligible	N/A	N/A
14105 So. 1700 W., Bluffdale	1910	Early 20th Century Hall-Parlor	C/Not Eligible	N/A	N/A
14100 So. Redwood Rd., Bluffdale	1952	Early Ranch/Rambler	B/Eligible	No Adverse Effect	Minor Use (de minimis)
14041 So. 1700 W., Bluffdale	1953	WWII Era Cottage	B/Eligible	Adverse Effect	Complete Use
14036 So. Redwood Rd., Bluffdale	1913	Greek Revival Side-Passage	C/Not Eligible	N/A	N/A
1863 W. 14100 So. (14024 So. Redwood Rd.), Bluffdale	1927	Early 20th Century Vernacular	B/Eligible	No Effect	N/A
14012 So. Redwood Rd.	1901	Victorian Eclectic Central Block with Projecting Bays	A/Eligible	No Effect	N/A
13992 So. Redwood Rd., Bluffdale	1955	WWII Era Cottage	C/Not Eligible	N/A	N/A
13962 So. Redwood Rd., Bluffdale	1928	Late 20th Century Bungalow	C/Not Eligible	N/A	N/A
13944 So. Redwood Rd., Bluffdale	1950	WWII Era Cottage	C/Not Eligible	N/A	N/A
13930 So. Redwood Rd., Bluffdale	1893	Victorian Crosswing	C/Not Eligible	N/A	N/A
13894 So. Redwood Rd., Bluffdale	1928	Arts & Crafts Bungalow	C/Not Eligible	N/A	N/A

Address	Const. Date	Type	SHPO Rating/NRHP Eligibility	NRHP Type of Effect	Section 4(f) Use
13880 So. Redwood Rd., Bluffdale	1969	Ranch/Rambler	A/Eligible	Adverse Effect	Complete Use
13850 So. Redwood Rd., Bluffdale	1942	Vernacular Clipped Gable Cottage	C/Not Eligible	N/A	N/A
13844 So. Redwood Rd., Bluffdale	1926	Bungalow	C/Not Eligible	N/A	N/A
13828 So. Redwood Rd., Bluffdale	1927	Colonial Revival	C/Not Eligible	N/A	N/A

## ARCHITECTURAL PROPERTIES

### ***8521 South SR-68, Saratoga Springs***

This historic property is located on the west side of SR-68. The proposed project will effect approximately 4,400 square feet (6.8%) of the 65,000-square-foot property in the form of a strip take but will not impact any contributing features. The nearest proposed roadway feature will be approximately 250 feet from the eligible house and thus will not impact the property's historical integrity resulting in **no adverse effect** and a Section 4(f) Minor Use or *de minimis* impact to this historic property.

### ***14551 South Camp Williams Rd., Bluffdale***

The proposed project will entirely avoid impacts to this historical property by installing a retaining wall supporting its elevated position along SR-68. Thus the proposed project will have **no effect** upon this site, and Section 4(f) does not apply to this site.

### ***14505 South Camp Williams Rd., Bluffdale***

This historical property is located outside the proposed project area and will not be affected by the undertaking. Thus the proposed project will have **no effect** upon this site, and Section 4(f) does not apply to this site.

### ***14284 South Camp Williams Rd., Bluffdale***

This historic property is located on the west side of SR-68. The proposed project will have a direct impact to 4,100 square feet of the 158,000 square-foot property. The direct impact is considered a strip take and will not impact any contributing features and the sidewalk will be more than twenty feet from the residence. However, there is no feasible solution to re-establish access to the property due to the steep slope from SR-68 to the house. Since no access can be provided, UDOT will have to acquire this property resulting in an **adverse effect** and a Section 4(f) Complete Use. A Complete Use is an impact that changes or alters the characteristics of the historic resource making it ineligible for inclusion onto the NRHP. These generally mean that the historic building would be completely removed from its location, setting, and feeling. This is an Adverse Effect as defined by Section 106 of the NRHP.

***14214 South Camp Williams Rd., Bluffdale***

This historic property is located on the west side of SR-68. The eligible component of this property is the outbuilding itself. The proposed project will avoid direct impacts to this outbuilding but will require the complete take of the associated (ineligible) residence since the nearest roadway feature, the sidewalk, will be less than 8 feet from the front of the residence. The parcel acquisition at this location results in an **adverse effect** and a Section 4(f) Complete Use of this historic property.

***14186 South Camp Williams Rd., Bluffdale***

This historic property is located on the west side of SR-68. The proposed project will affect approximately 4,400 square feet (10%) of the 44,000-square-foot property in the form of a strip take but will not impact any contributing features. The nearest roadway feature, the sidewalk, will be more than 28 feet from the eligible residence. These effects represent a non-significant impact to the property's historical integrity, resulting in **no adverse effect** and a Section 4(f) Minor Use or *de minimis* impact to this historic house.

***14166 South Redwood Rd., Bluffdale***

This historic property is located on the west side of SR-68. The proposed project will affect approximately 2,200 square feet (6.9%) of the 32,000-square-foot property in the form of a strip take but will not impact any contributing features. The nearest roadway feature, the sidewalk, will be more than 30 feet from the eligible residence. These effects represent a non-significant impact to the property's historical integrity, resulting in **no adverse effect** and a Section 4(f) Minor Use or *de minimis* impact to this historic property.

***14140 South Redwood Rd., Bluffdale***

This historic property is located on the west side of SR-68. The proposed project will affect approximately 2,300 square feet (5.9%) of the 39,000-square-foot property in the form of a strip take but will not impact any contributing features. The nearest roadway feature, the sidewalk, will be more than 30 feet from the eligible residence. These effects represent a non-significant impact to the property's historical integrity, resulting in **no adverse effect** and a Section 4(f) Minor Use or *de minimis* impact to this historic property.

***14129 South 1700 West, Bluffdale***

This historic property is located on the east side of SR-68. The proposed project will affect approximately 1,500 square feet (8.1%) of the 18,600-square-foot property in the form of a strip take but will not impact any contributing features. The nearest roadway feature, the sidewalk, will be more than 30 feet from the eligible residence. These effects represent a non-significant impact to the property's historical integrity, resulting in **no adverse effect** and a Section 4(f) Minor Use or *de minimis* impact to this historic property.

***14100 South Redwood Rd., Bluffdale***

This historic property is located on the west side of SR-68. The proposed project will affect approximately 1,500 square feet (5.6%) of the 27,000-square-foot property in the form of a strip take but will not impact any contributing features. The nearest roadway feature, the sidewalk, will be approximately 23 feet from the eligible residence. These effects represent a non-significant impact to the property's historical integrity, resulting in **no adverse effect** and a Section 4(f) Minor Use or *de minimis* impact to this historic property.

***14041 South 1700 West, Bluffdale***

This historic property is located on the east side of SR-68. The proposed project will require the placement of fill either on or directly adjacent to the eligible residence. Additionally, the proposed sidewalk will be less than 15 feet from the front of the residence. This impact will constitute an **adverse effect** and a Section 4(f) Complete Use of the property for transportation purposes.

***1863 West 14100 South (14024 South Redwood Rd.), Bluffdale***

The proposed project will entirely avoid impacts to this historical property by installing a retaining wall supporting its elevated position along SR-68. Thus the proposed project will have **no effect** upon this site, and Section 4(f) does not apply to this site.

***14012 South Redwood Rd., Bluffdale***

The proposed project will entirely avoid impacts to this historical property by installing a retaining wall supporting its elevated position along SR-68. Thus the proposed project will have **no effect** upon this site, and Section 4(f) does not apply to this site.

***13880 South Redwood Rd., Bluffdale***

This historic property is located on the west side of SR-68, just south of the Bangerter Highway interchange. The proposed project will remove the historical ditch located along the property frontage. This ditch is a contributing feature of the residence. The historical residence itself will not be directly impacted. Removal of the ditch will result in an **adverse effect** and a Section 4(f) Complete Use of this historic property.

**MULTIPLE PROPERTY SUBMISSION – THE HISTORICAL AGRICULTURAL LANDSCAPE OF NORTHERN UTAH COUNTY**

Within the area of the MPS, the Proposed Action will impact three historical ditches and four canal sites that are considered contributing elements of the MPS. The canals are the Gardner Canal, Saratoga Canal, Utah Lake Distributing Canal, and Provo Reservoir Canal/Murdock Ditch and are considered eligible for the NRHP in their own right. As discussed above, impacts to each of the individual canals will result in No Adverse Effect to the sites under Section 106. The impacts to the historical ditches will range from the use of 400 linear feet of Ditch 8 to 2,700 linear feet for Ditch 4 and 2,600 feet for Ditch 3. Although these impacts will impact some of these documented ditch segments (for this project), the majority of the ditch network will remain intact and will convey the



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agricultural landscape characteristics for which the MPS was proposed. The impacts to these ditch segments results in a **no adverse effect** to the overall MPS under Section 106 and a *de minimis* impact under Section 4(f).

## SUMMARY

### *Archaeological Resources*

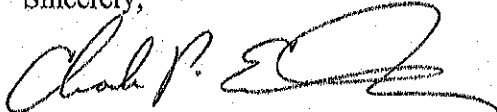
Within the revised SR-68 project area, a total of ten eligible archaeological resources are located. The proposed SR-68 project will have **no effect** on four, and **no adverse effect** on six of these archaeological properties. The overall effect of the proposed project on archaeological resources is **no adverse effect**, and will have *de minimis* impacts on these Section 4(f) resources.

### *Architectural Resources*

Within the revised SR-68 project area, a total of 14 eligible architectural resources are located. The proposed SR-68 project will have **no effect** on four, **no adverse effect** on six, and an **adverse effect** on four of these architectural properties. The overall effect of the proposed project on architectural resources is an **adverse effect**, and will be a Complete Use on four of these Section 4(f) resources.

In summary, the overall effect of the proposed SR-68 (Redwood Road), Bangor Highway to Saratoga Springs improvement project is **adverse**, requiring Complete Uses of four historical properties. Should you have any questions or need additional information, please feel free to contact me at (801) 975-4923 or [ceaston@utah.gov](mailto:ceaston@utah.gov).

Sincerely,

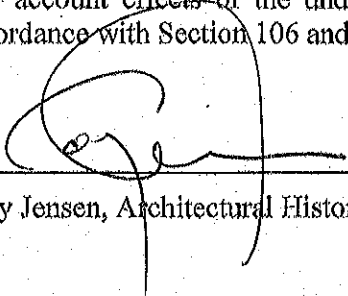


Charles Easton  
Region 2 NEPA/NHPA Specialist

Enclosures

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I concur with the overall finding of **Adverse Effect** for HPP-TI-STP-0068(42)26: SR-68, Redwood Road, Bangerter Highway to Saratoga Springs; and that the UDOT has taken into account effects of the undertaking upon historic and archaeological resources in accordance with Section 106 and U.C.A. 9-8-404.



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Cory Jensen, Architectural Historian, National Register

1/19/07  
Date

**MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL HIGHWAY ADMINISTRATION,  
AND  
THE UTAH STATE HISTORIC PRESERVATION OFFICE  
REGARDING  
THE UDOT PROJECT HPP-TI-STP-0068(42)26: SR-68, REDWOOD ROAD, BANGERTER  
HIGHWAY TO SARATOGA SPRINGS, SALT LAKE COUNTY, UTAH COUNTY, UTAH.**

**WHEREAS**, the Federal Highway Administration (FHWA), Utah Division, has determined that UDOT Project No. HPP-TI-STP-0068(42)26: SR-68, Redwood Road, Bangerter Highway to Saratoga Springs, Salt Lake County, Utah County, Utah, will have an adverse effect upon four (4) historic properties along SR-68 (14284 S, 14214 S, 14041 S, 13880 S including the historic ditch), which are eligible for inclusion in the National Register of Historic Places, and has consulted with the Utah State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**WHEREAS**, the Utah Department of Transportation (UDOT) is the agency coordinating this project on behalf of the FHWA and has participated in the consultation, the FHWA has invited them to sign this Memorandum of Agreement (MOA) pursuant to 36 CFR 800.6(c)(2) as an invited signatory; and

**WHEREAS**, in accordance with 36 CFR 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination, with specified documentation, and the Council has chosen not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii); and

**NOW, THEREFORE**, the FHWA and the Utah SHPO agree that upon FHWA's decision to proceed with the undertaking, FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the undertaking on historic properties, and the stipulations shall govern the undertaking and all of its parts until this MOA expires or is terminated.

**STIPULATIONS**

The FHWA shall ensure that the following stipulations are carried out:

- I. Basic Intensive Level Survey (ILS):
  - A. An ILS form must be completed for each of the four (4) historic properties;
  - B. **PHOTOGRAPHS:** Photographs will be taken of the four (4) historic properties. An adequate number of professional quality black-and-white, 35-mm photographs (3 x 5 or 4 x 6 with accompanying negatives) to show all exterior elevations (where possible to obtain all elevations), streetscape, and all outbuildings, shall be submitted. Photographs shall be numbered and labeled with a location and date the photograph was taken. All prints and negatives shall be submitted in archivally stable protective storage pages;
  - C. **RESEARCH MATERIALS:** A legible photocopy of the entire historic tax card of the property and a 5 x 7-inch, black and white, 35-mm print and negative of the historic tax card photo (if available) shall be submitted. Label and submit print and negative as described above.

- D. Repository: All materials shall be submitted to the Division of State History, Historic Preservation Office to be placed on file.
- II. Reporting: The FHWA shall ensure that any/all reports on activities carried out pursuant to this agreement are provided to the SHPO, the Council, and upon request, to any other interested parties.
- I. REPORTING: The FHWA shall ensure that any/all reports on activities carried out pursuant to this agreement are provided to the SHPO, the Council, and upon request, to any other interested parties.
- III. DURATION: This agreement will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the FHWA may consult with the other signatories to reconsider the terms of the agreement and amend it in accordance with Stipulation VI below.
- IV. DISCOVERY: In accordance with 36 CFR 800.13(b), the UDOT and the FHWA are providing for the protection, evaluation, and treatment of any historic property discovered prior to or during construction. UDOT Metric Standard Specification Section 01355, Part 1.9, Discovery of Historical, Archaeological or Paleontological Objects, will be enforced during this project. This specification stipulates procedures to be followed should any archaeological, historic, or paleontological resources be discovered during construction of the project. These procedures are as follows:
- A. Immediately suspend construction operations in the vicinity of the discovery if a suspected historic, archeological or paleontological item, feature, prehistoric dwelling sites or artifacts of historic or archeological significance are encountered.
- B. Notify the ENGINEER verbally of the nature and exact location of the findings.
- C. The ENGINEER will contact the State archeological authorities who will determine their disposition.
- D. Protect the discovered objects and provide written confirmation of the discovery to the ENGINEER within 2 calendar days.
- E. The ENGINEER will keep the CONTRACTOR informed concerning the status of the restriction.
1. The time necessary for the DEPARTMENT to handle the discovered item, feature, or site is variable and dependent on the nature and condition of the discovered item.
  2. Expect a two (2) week or more delay in the vicinity of the discovery.
  3. Written confirmation will be given by the ENGINEER when the restriction is terminated.
- F. If a changed condition is approved, it will be controlled in accordance with Section 00725, paragraph: Differing Site Conditions.

Should a discovery occur, the FHWA will consult with the SHPO/THPO, and the

Council in accordance with 36 CFR 800.13(b)(3) toward developing and implementing an appropriate treatment plan prior to resuming construction.

- V. **DISPUTE RESOLUTION:** Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with the objecting parties to resolve the objection. If the FHWA determines, within 30 days, that the objection(s) cannot be resolved, the FHWA will:
- A. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise the FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the MOA, will be taken into account by the FHWA in reaching a final decision regarding the dispute.
  - B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, the FHWA may render a decision regarding the dispute. In reaching its decision, the FHWA will take into account all comments regarding the dispute from the parties to the MOA.
  - C. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. The FHWA will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. The FHWA's decision will be final.

Further, at any time during implementation of the measures stipulated in this agreement should an objection to any such measure be raised by a member of the public, the FHWA shall take the objections into account and consult as needed with the objecting party, the SHPO, or the Council to resolve the objection.

- VI. **AMENDMENTS AND NONCOMPLIANCE:** If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation VII, below.
- VII. **TERMINATION:** If an MOA is not amended following the consultation set out in Stipulation VI, it may be terminated by any signatory or invited signatory. Within 30 days following termination, the FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR 800.6(c)(1) or request the comments of the Council under 36 CFR 800.7(a) and proceed accordingly.

Execution of this Memorandum of Agreement by the FHWA and the Utah SHPO and the UDOT, the submission of documentation and filing of this Memorandum of Agreement with the Council pursuant to 36 CFR 800.6(b)(1)(iv) prior to FHWA's approval of this undertaking, and implementation of its terms, evidence that the FHWA has taken into account the effects of this undertaking on historic properties, and has afforded the Council an opportunity to comment on the UDOT Project HPP-TI-STP-0068(42)26: SR-68, Redwood Road, Bangerter Highway to Saratoga Springs, Salt Lake County, Utah County, Utah.

**SIGNATORIES:**

THE FEDERAL HIGHWAY ADMINISTRATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Walter (Butch) Waidelich, Division Administrator

UTAH STATE HISTORIC PRESERVATION OFFICER

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Wilson Martin, Utah State Historic  
Preservation Officer

**INVITED SIGNATORIES:**

UTAH DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Randy Park, Region 2 Director

UTAH DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Dave Nazare, Region 3 Director